

# OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312  
Columbus, Ohio 43215  
(614) 466-0880

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

CBE06

**IMPORTANT:** Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

**APPLICANT NAME** City of Springdale  
**STREET** 12105 Lawnview Avenue

**CITY/ZIP** Springdale, Ohio 45246

**PROJECT NAME** Kemper Road Bridge Widening  
**PROJECT TYPE** Bridge & Roadway Improvements; SI2/LTIP  
**TOTAL COST** \$275,059.00

**DISTRICT NUMBER** 2  
**COUNTY** Hamilton

**PROJECT LOCATION ZIP CODE** 45246

02 OCT 2

ALL: 18

OFFICE OF THE  
COUNTY ENGINEER

### DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

**RECOMMENDED AMOUNT OF FUNDING:** \$ 185,000

**FUNDING SOURCE (Check Only One):**

State Issue 2 District Allocation

☐ Grant  
☐ Loan  
☐ Loan Assistance

☐ State Issue 2 Small Government Fund

☐ State Issue 2 Emergency Funds

☒ Local Transportation Improvement Fund

**FOR OPWC USE ONLY**

OPWC PROJECT NUMBER:

OPWC FUNDING AMOUNT: \$

# 1.0 APPLICANT INFORMATION

1.1 **CHIEF EXECUTIVE**  
**OFFICER** Cecil Osborn  
**TITLE** City Administrator  
**STREET** City of Springdale  
12105 Lawnview Avenue  
**CITY/ZIP** Springdale, Ohio 45246  
**PHONE** (513) 671-0885  
**FAX** (513) 671-2434

1.2 **CHIEF FINANCIAL**  
**OFFICER** Doyle Webster  
**TITLE** Finance Director  
**STREET** City of Springdale  
12105 Lawnview Avenue  
**CITY/ZIP** Springdale, Ohio 45246  
**PHONE** (513) 671-0885  
**FAX** (513) 671-2434

1.3 **PROJECT**  
**MANAGER** Wayne F. Shuler, P.E., P.S.  
**TITLE** City Engineer  
**STREET** CDS Associates, Inc.  
11120 Kenwood Road  
**CITY/ZIP** Cincinnati, Ohio 45242  
**PHONE** (513) 791-1700  
**FAX** (513) 791-1936

1.4 **PROJECT**  
**CONTACT** Wayne F. Shuler, P.E., P.S.  
**TITLE** City Engineer  
**STREET** CDS Associates, Inc.  
11120 Kenwood Road  
**CITY/ZIP** Cincinnati, Ohio 45242  
**PHONE** (513) 791-1700  
**FAX** (513) 791-1936

1.5 **DISTRICT**  
**LIAISON** Joseph D. Cottrill  
**TITLE** District 2 Liaison Officer  
**STREET** Hamilton County Engineers Office  
138 E. Court Street, Room 700  
**CITY/ZIP** Cincinnati, Ohio 45202  
**PHONE** (513) 632-8540  
**FAX** (513) 732-9748

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Kemper Road Bridge widening, East Kemper Road over CSX Railroad.

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

**A. SPECIFIC LOCATION:**

City of Springdale, in Northern Hamilton County, West Kemper Road, 0.1 miles east of SR-747.

**B. PROJECT COMPONENTS:**

1. 16' total bridge widening, including 4'-6" walk and additional 11'-6" lane.
2. New asphalt wearing surface and waterproofing for existing bridge.
3. Repair of two (2) deteriorated bridge piers.

**C. PHYSICAL DIMENSIONS/CHARACTERISTICS:**

West Kemper Road was previously widened along the Tri-County Shopping Mall up to this bridge structure with one additional lane and new sidewalk. This project will continue that widening and sidewalk across the CSX railroad tracks. The total length of work, including approaches is 200 feet.

**D. DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

This segment of East Kemper Road operates as a major arterial for Springdale, Sharonville, Forest Park, Colerain Township, Blue Ash, Sycamore Township and Symmes Township. This route serves as a primary East-West connection between SR-747 and SR-42. The proposed improvements will support traffic needs created by development of the Kroger property located just North and East of this bridge as well as the expanding traffic needs of the Westbound access to the Tri-County Shopping area. A Barton-Aschman Associates, Inc. traffic report indicates an approximate 50% increase in peak hour traffic in this corridor between 1990 and the year 2000.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

### 3.0 PROJECT FINANCIAL INFORMATION

#### 3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
1.	Preliminary Engineering	\$ <u>N/A</u>
2.	Final Design	\$ <u>N/A</u>
3.	Construction Supervision	\$ <u>N/A</u>
b)	Acquisition Expenses	
1.	Land	\$ <u>N/A</u>
2.	Right-of-Way	\$ <u>N/A</u>
c)	Construction Costs	\$ <u>250,059</u>
d)	Equipment Costs	\$ <u>          </u>
e)	Other Direct Expenses	\$ <u>          </u>
f)	Contingencies	\$ <u>25,000</u>
g)	TOTAL ESTIMATED COSTS	\$ <u>275,059</u>

#### 3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent):

	Dollars	%
a)	Local In-Kind Contributions*	
b)	Local Public Revenues	\$ <u>62,559</u> <u>23</u>
c)	Local Private Revenues	\$ <u>          </u>
d)	Other Public Revenues	
1.	ODOT	\$ <u>          </u>
2.	FMHA	\$ <u>          </u>
3.	OEPA	\$ <u>          </u>
4.	OWDA	\$ <u>          </u>
5.	CDBG	\$ <u>          </u>
6.	Other <u>MRF</u>	\$ <u>27,500</u> <u>10</u>
e)	OPWC Funds	
1.	Grant	\$ <u>185,000</u> <u>67</u>
2.	Loan	\$ <u>          </u>
3.	Loan Assistance	\$ <u>          </u>
f)	TOTAL FINANCIAL RESOURCES	\$ <u>275,059</u> <u>100</u>

\* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

#### 3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

### 3.4 PREPAID ITEMS N/A

#### Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

**IMPORTANT:** Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
	<b>TOTAL OF PREPAID ITEMS</b>		<b>\$ _____</b>

### 3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

<b>TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT</b>	\$ _____	_____ %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ _____	_____ %
<b>TOTAL PORTION OF PROJECT NEW/EXPANSION</b>	\$ _____	_____ %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ _____	_____ %

### 4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	N/A	Complete
4.2 BID PROCESS	06/14/93	07/05/93
4.3 CONSTRUCTION	07/26/93	12/17/93

## 5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the application that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Application will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Application certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

**IMPORTANT:** In the event of a project cost underrun, application understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Cecil W. Osborn, City Administrator  
Certifying Representative (Type Name and Title)

  
Signature/Date Signed

9-30-92

Applicant shall check each of the statements below, confirming that all required information is included in this application:

☐ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

☒ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

☒ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

☐ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.

☐ Yes  
☒ N/A A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

☐ Yes  
☒ N/A Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

## 6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee  
Certifying Representative (Type Name and Title)

William W. Brayshaw 3-1-93  
Signature/Date Signed

**KEMPER ROAD BRIDGE WIDENING**  
**OPINION OF CONSTRUCTION COST**  
**CITY OF SPRINGDALE, OHIO**

SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
202	Portions of Structures Removed	1	LS		10,000.00
203	Embankment	260	CY	10.00	2,600.00
254	Pavement Planing (3") & Removal of Existing Waterproofing	989	SY	12.00	11,868.00
403	Asphalt Concrete (AC-20)	60	CY	120.00	7,200.00
404	Asphalt Concrete (AC-20)	51	CY	120.00	6,120.00
503	Cofferdams, Cribbs & Sheeting	1	LS		5,000.00
503	Unclassified Excavation	170	CY	15.00	2,550.00
507	42" Diameter Cast-in-Place Reinforced Concrete Piers	40	LF	200.00	8,000.00
509	Reinforcing Steel, Grade 60	19368	LBS	.45	8,716.00
509	Epoxy Coated Reinforcing Steel Grade 60	8275	LBS	.65	5,379.00
511	Class "C" Concrete - Footings	85	CY	250.00	21,250.00
511	Class "C" Concrete - Abutment Above Footings	40	CY	450.00	18,000.00
511	Class "C" Concrete - Piers Above Footings	62	CY	400.00	24,800.00
511	Class "C" Concrete - Superstructure Sidewalk & Parapets	37	CY	400.00	14,800.00
512	Type "D" Waterproofing	800	SY	15.00	12,000.00
515	Prestressed Concrete Bridge Members, (B17-48); as per plan	392	LF	70.00	27,400.00

**KEMPER ROAD BRIDGE WIDENING**  
**OPINION OF CONSTRUCTION COST**  
**CITY OF SPRINGDALE, OHIO**

SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
515	Prestressed Concrete Bridge Members, (B21-48); as per plan	98	LF	80.00	7,840.00
516	0.77"x5"x10" Laminated Elastomeric Bearings	48	EA	20.00	960.00
516	1"x5"x15" Unlaminated Elastomeric Bearings	12	EA	20.00	240.00
516	Polystyrene Joint Filler, Modified as per plan	230	SF	2.00	460.00
516	Joint Sealer, as per plan	574	LF	2.00	1,148.00
517	Railing (Bridge Parapet Railing on Wingwalls)	34	LF	80.00	2,720.00
517	Railing (Relocated Existing Bridge Parapet Railing)	99	LF	20.00	1,980.00
518	Porous Backfill	46	CY	40.00	1,840.00
518	6" Perforated Helical Corrugated Steel Pipe, Including Specials 707.01	61	LF	10.00	610.00
518	6" Non-Perforated Helical Corrugated Steel Pipe, Including Specials 707.01	60	LF	10.00	600.00
519	Patching Concrete Structures, as per plan	100	SF	50.00	5,000.00
606	Relocated Guardrail	100	SF	10.00	1,000.00
606	Type A Bridge Terminal Assembly	2	EA	560.00	1,120.00
608	5" Concrete Walk	30	SF	5.00	150.00
611	Reinforced Concrete Approach Slab	112	SY	100.00	11,200.00

**KEMPER ROAD BRIDGE WIDENING**  
**OPINION OF CONSTRUCTION COST**  
**CITY OF SPRINGDALE, OHIO**

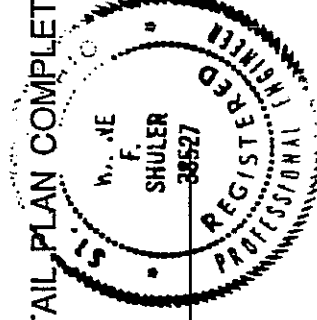
SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
614	Maintenance of Traffic	1	LS		5,000.00
619	Field Office	1	LS		5,000.00
624	Mobilization	1	LS		5,000.00
659	Seed and Mulch	400	SY	.80	320.00
SPL	Sealing of Concrete Surfaces (See Proposal Note & General Notes)	260	SY	9.00	2,340.00
SPL	Concrete Mat Slope Protection	120	SY	30.00	3,600.00
SPL	Grout Patching of Existing Concrete Beams	400	LF	9.00	3,600.00
SPL	Sawing & Sealing Bituminous Concrete Joints	331	LF	8.00	2,648.00
	<b>TOTAL</b>				250,059.00
	10% Contingency				25,000.00
	<b>GRAND TOTAL</b>				275,059.00

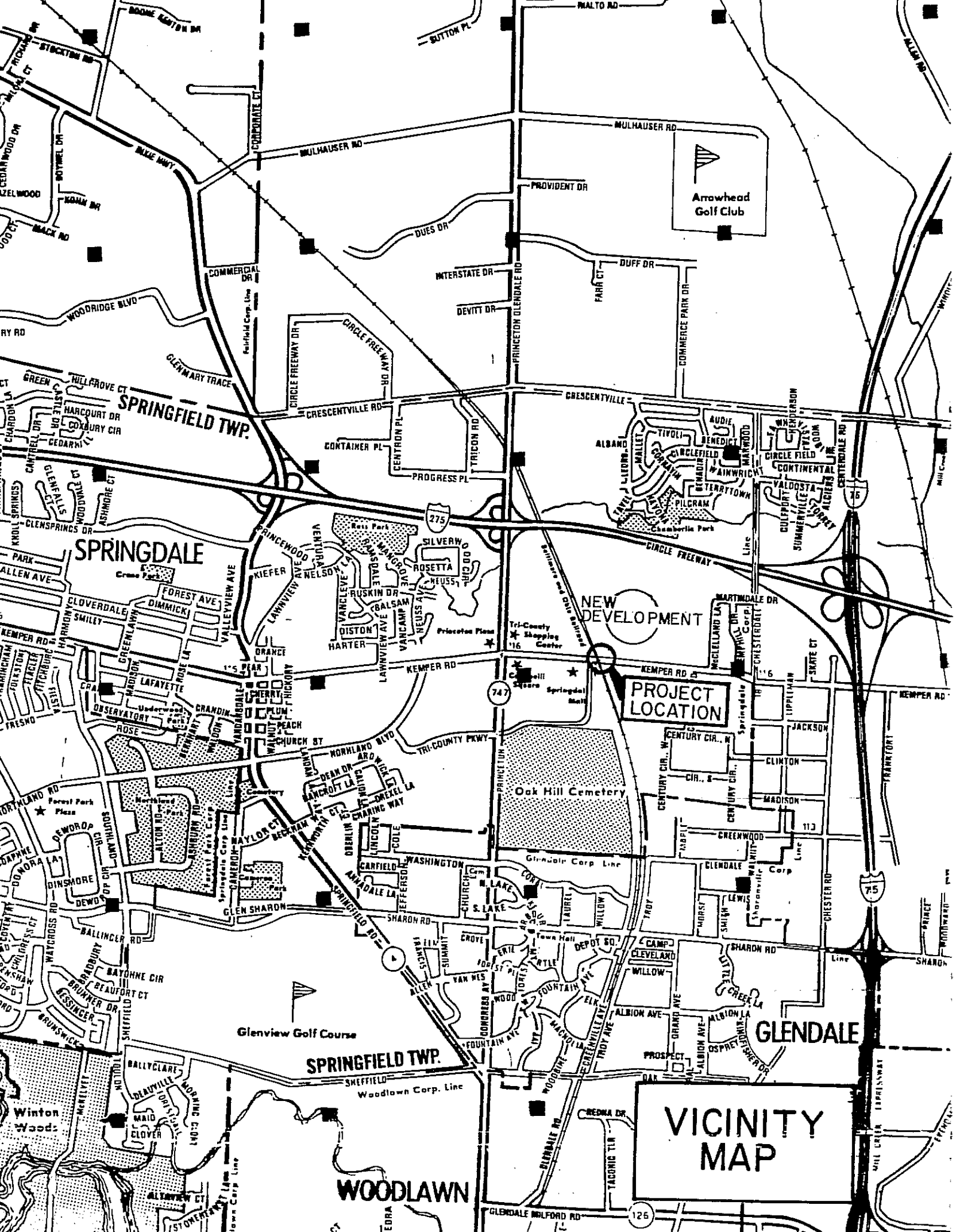
**USEFUL LIFE:**

UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE KEMPER ROAD BRIDGE WIDENING WILL BE 50 YEARS (BRIDGE STRUCTURE) AND 10 YEARS (PAVEMENT RESURFACING).

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL, PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

*Wayne F. Shuler*  
Wayne F. Shuler, P.E., P.S.





Arrowhead  
Golf Club

SPRINGFIELD TWP.

SPRINGDALE

NEW  
DEVELOPMENT

PROJECT  
LOCATION

Oak Hill Cemetery

GLENDAL

SPRINGFIELD TWP.

WOODLAWN

VICINITY  
MAP



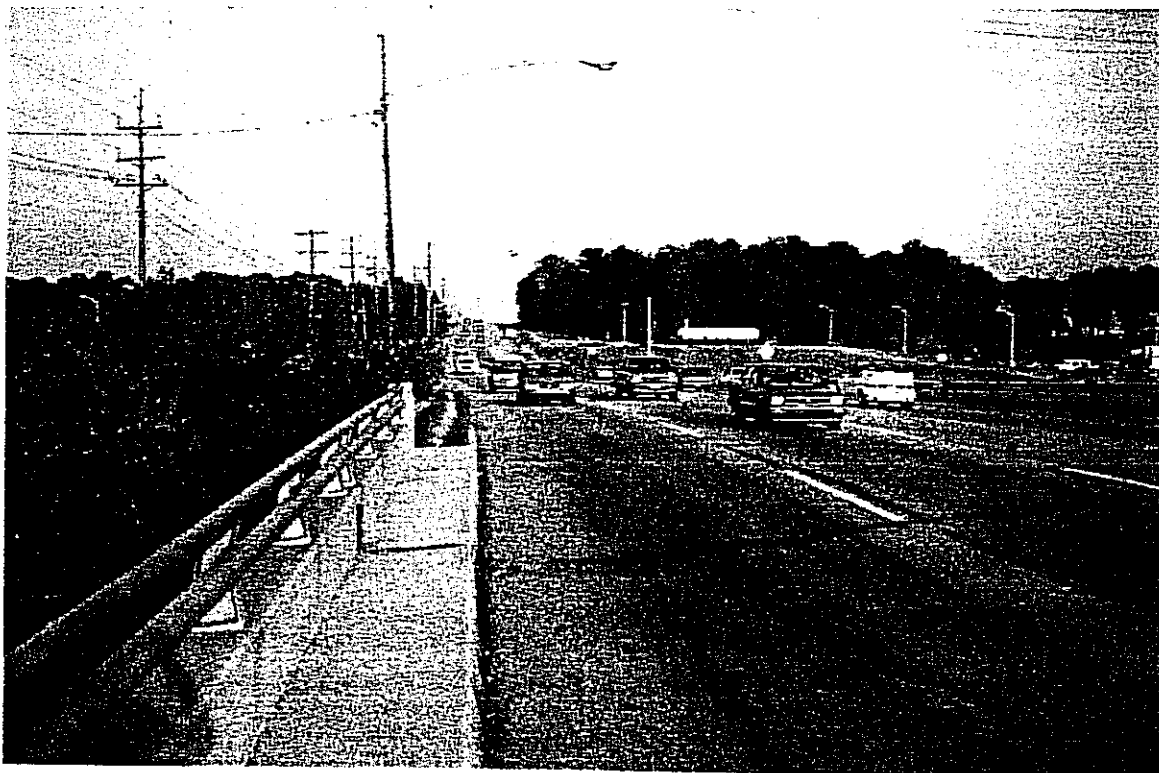
South Side of East Kemper Road Bridge over the CSX Railroad Tracks.



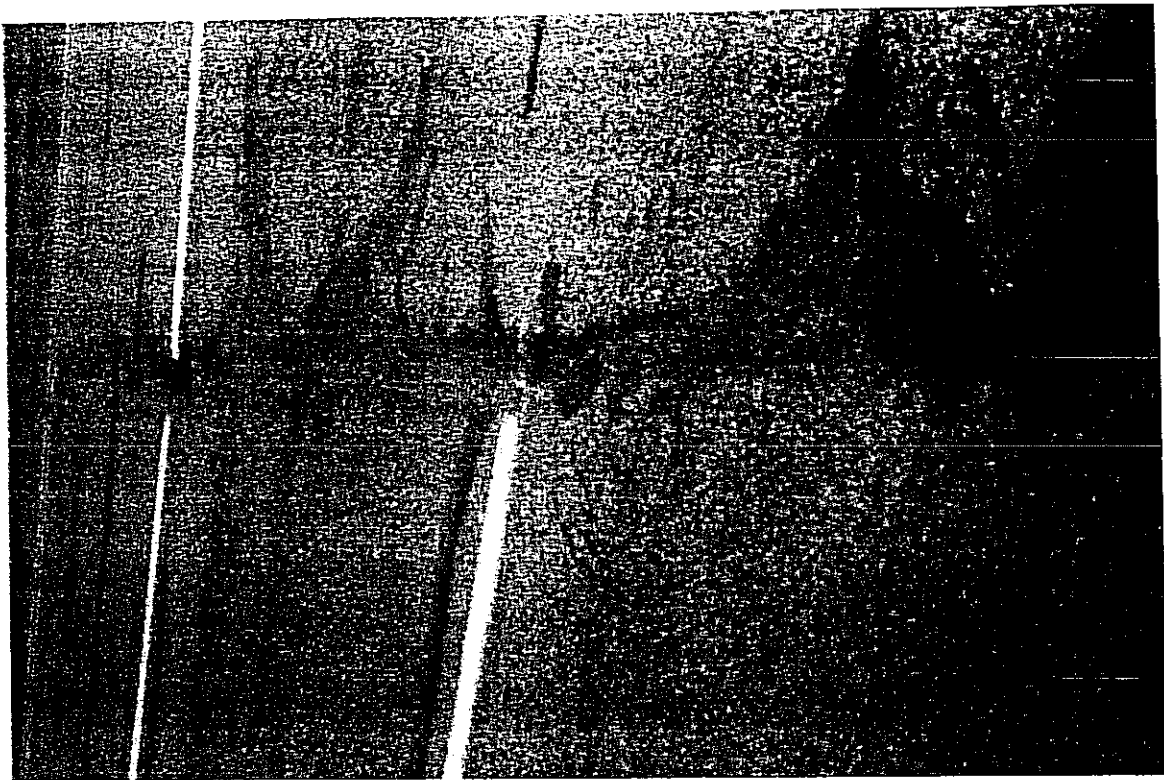
Spalling of Bridge Pier Columns of the East Kemper Road Bridge over the CSX Railroad Tracks.



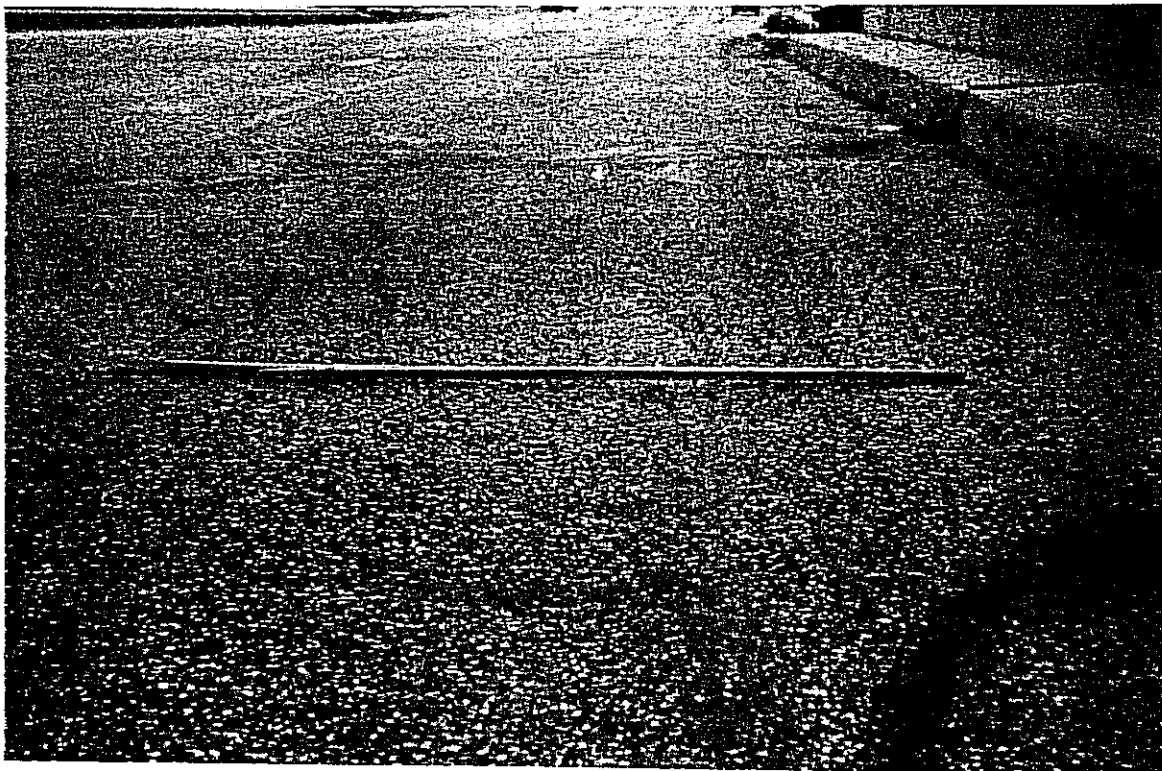
West End of Bridge. Note that widening of Kemper Road for Third Westbound Lane is Completed up to the bridge. This Widening Continues West to SR - 747.



East End of Bridge. Note Deteriorated Condition of Asphalt Surface on the Bridge Deck.



Note Transverse Cracking of Asphalt above each Pier Location.



Asphalt Surface on Bridge is Rutted. Note Longitudinal and Transverse Cracking of Pavement. Also Note Polished Aggregate of Asphalt Surface.



# City of Springdale

DOYLE H. WEBSTER  
Clerk of Council/Finance Director

RONALD L. PITMAN  
Mayor

CECIL W. OSBORN  
City Administrator

## MEMO

**TO:** Mr. William Brayshaw, P.E., P.S.  
Chairman, District 2 Committee

**FROM:** Wayne Shuler, City Engineer  
City of Springdale

**RE:** Authorizing Legislation

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Authorizing legislation shall be introduced to Council at the October 7, 1992, Council Meeting and will be forwarded to your office immediately upon its enactment.



# City of Springdale

DOYLE H. WEBSTER  
Clerk of Council/Finance Director

RONALD L. PITMAN  
Mayor

CECIL W. OSBORN  
City Administrator

## MEMO

TO: Mr. William Brayshaw, P.E., P.S.  
Chairman, District 2 Committee

FROM: Wayne Shuler, City Engineer  
City of Springdale

RE: **Certification of Local Funds**

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The City of Springdale has applied for a grant of \$82,500 (the local share of the Issue 2 Application) from Municipal Road Funds.

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.  
Assign priority to projects.  
The application cost estimate shall be prepared:  
By the Municipality's Engineer, or a registered Engineer of the  
Municipality's choosing.  
Submit before August 1.

- (1) Municipality City of Springdale
- (2) Road Name West Kemper Road
- (3) Project Limits Sta. 16+53 to Sta. 22+10
- (4) Project Priority No. 1
- (5) Present Roadway Data:
- (a) Pav't. Width 66' (b) R/W Width 125' (c) Curb Type Conc.
- (d) Type Surface Asphalt (e) Type Base Conc. Box Beam (f) Sh'dr. Type N/A
- (g) Shldr. Width N/A (h) Year Last Resurfaced 1970 Note 1
- (6) Present condition of project area: List deficiencies and reasons for improvement.  
Due to development along the W. Kemper Road corridor and the subsequent increase in traffic an additional lane is required westbound. This lane addition has been warranted by the traffic study by Burton-Aschman Associates, Inc.
- (7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.  
16' total bridge widening, including 4'-6" walk and additional 11.5' lane, new parapet and new asphalt surface on existing bridge (See attached plan sheet).
- (8) Traffic Data: (a) Present Volume 28,022 (b) Date of Count 3/9/92 Note 2  
(See Note 3)
- (9) Cost Estimate:  
When engineering plans are necessary list the following costs:  
(a) Preparation of preliminary plans & estimate, etc. \$ 0. Completed  
(b) Preparation of final plans & estimate, etc. \$ 0. Completed  
Construction Cost Estimate (See Note 4) \$ 82,500  
Other Costs (specify) \$ 0  
Total Project Cost for which application to MRF is made \$ 82,500
- (10) Estimated date construction can be started after approval March 1993
- (11) Estimated date construction can be started if not funded 100% from Municipal Road Fund Project would be postponed indefinitely.
- (12) Cost Estimate Prepared By: CDS Associates, Inc. Date: 7/10/92
- (13) Application Prepared By: Don Shvegza, Project Engineer Date: 7/14/92
- Endorsement:  
Cecil Osborn  
City Adm.  
City of Springdale

- NOTE: 1. The year the bridge was last widened.  
2. See attached traffic count print out.  
3. Barton-Aschman Associates, Inc. traffic report indicates an approximate 50% increase in peak hour traffic between 1990 & 2000.  
4. Total opinion of construction cost is \$275,000 of which 70% of funding is being requested through Issue 2 funding.

## 15 MINUTE, 2 CHANNEL VEHICLE COUNT

REFERENCE: 2

CORRECTION FACTOR: 1.00

LOCATION: ON KEMPER ROAD BETWEEN CENTURY BOULEVARD AND TRI-COUNTY PKWY

FILENAME: 1746KEH3

WEATHER: CLEAR

MONDAY 3 / 9 / 92

OPERATOR: MARK CLIFF NIEHAUS

HOURLY BEGINNS	0	15	30	45	HOURLY TOTAL	0	15	30	45	HOURLY TOTAL	COMBINED TOTAL
AM											
12	35	11	14	14	74	13	18	13	4	48	122
1	21	16	6	7	50	10	6	1	9	26	76
2	6	6	8	6	26	2	3	7	2	14	40
3	1	0	10	6	17	2	6	2	11	21	38
4	11	9	12	7	39	6	5	10	8	29	68
5	10	11	10	18	49	11	23	26	39	99	148
6	28	30	59	105	222	41	81	132	171	425	647
7	110	138	162	185	595	174	321	433	522	1450	2045
8	154	170	154	192	670	341	247	176	147	911	1581
9	133	135	165	183	616	157	138	139	135	569	1185
10	168	164	189	201	722	145	158	145	184	632	1354
11	223	217	277	289	1006	204	210	226	237	877	1883
PM											
12	345	318	322	307	1292	288	294	303	323	1208	2500
1	277	283	196	226	982	290	261	276	248	1075	2057
2	229	206	241	238	914	248	216	237	219	920	1834
3	254	267	245	313	1079	226	248	260	227	961	2040
4	269	312	289	335	1205	271	254	284	303	1112	2317
5	385	347	332	329	1393	283	302	297	293	1175	2568
6	289	285	234	213	1021	266	232	189	213	900	1921
7	194	164	153	136	637	171	198	153	202	724	1361
8	161	146	83	82	472	181	163	142	126	612	1084
9	88	75	54	64	281	138	112	83	61	394	673
10	33	36	36	30	135	67	37	33	27	164	299
11	33	23	17	28	101	19	28	17	14	78	179
TOTALS					13598					14424	28022

AM PEAK HOUR IS 7:15 TO 8:15

VOLUME	WEST :	639	EAST :	1617	COMBINED:	2256
DIRECTIONAL SPLIT		28%		72%		
PEAK HOUR FACTOR		0.86		0.77		0.80

PM PEAK HOUR IS 4:45 TO 5:45

VOLUME	WEST :	1399	EAST :	1185	COMBINED:	2584
DIRECTIONAL SPLIT		54%		46%		
PEAK HOUR FACTOR		0.91		0.98		0.97

## **Barton-Aschman Associates, Inc.**

820 Davis Street  
Evanston, Illinois 60204-1381  
USA

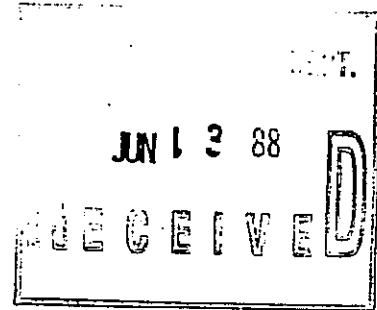
Phone: (312) 491-1000  
Fax: (312) 475-6053

MEMORANDUM TO: Lawrence Pregon  
Quadrelle Realty Service, Inc.

FROM: James K. Morton

DATE: June 10, 1988

SUBJECT: Traffic Study, Springdale Development; Springdale, Ohio



### **Introduction**

This memorandum summarizes the findings of a traffic study conducted for the purpose of evaluating the impact of the proposed construction of Springdale Development. Resulting recommendations include suggested improvements to the on-site and off-site roadways and intersections. The planned unit development (PUD) site contains 115.6 acres and is located on the north side of Kemper Road and east of the CSX Railroad tracks. Currently occupying the site is the 612,000-square-foot Kroger Company warehouse, which is planned to be rehabilitated and continue in use as a warehouse. When the development is completed, it will contain a total of 1,272,625 square feet of floor area.

The effects of the proposed development were evaluated with respect to on-site and off-site traffic flow, on-site traffic circulation, and capacity and location of the site roadway intersection with the adjacent major arterial, Kemper Road. Paramount is the safety of the motoring public and preservation of residential areas. The proposed PUD will include office and research space, industrial warehouse space, specialty retail space, several restaurants, and a health club. In addition, there is a hotel planned. Finally, there will be a neighborhood shopping center with approximately 143,750 square feet of gross leasable area (GLA).

Figure 1 shows the study area and the location of the existing site access drive on Kemper Road. Also shown is the area of influence for this study, which is within one mile of the site entrance and includes all planned development.

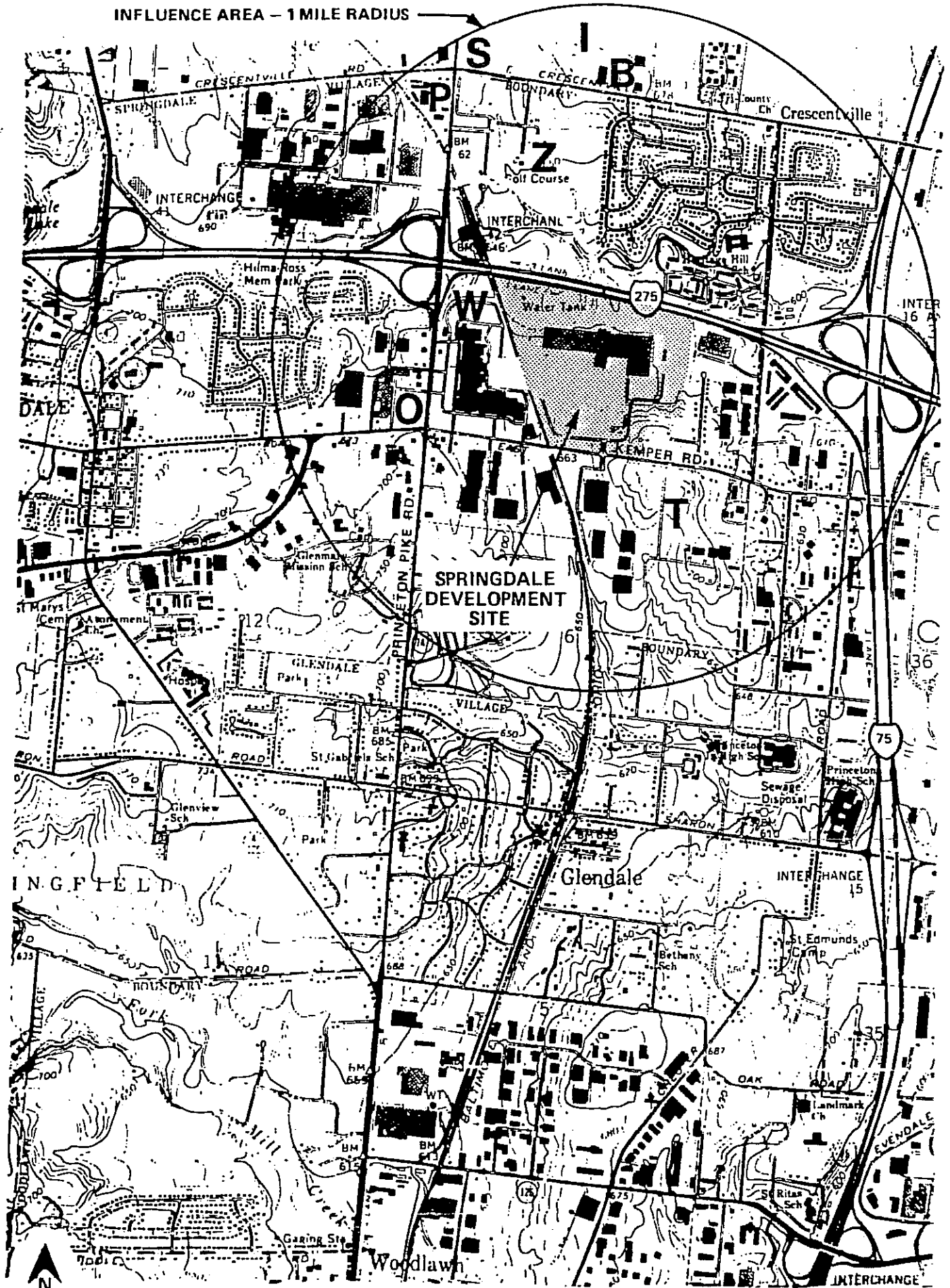
### **Site and Area Characteristics**

#### **Springdale Development**

The 115.6-acre site is located in Springdale, Ohio, approximately 10 miles north of Cincinnati, Ohio. The site is bounded by Interstate Highway 275 (I-275) on the north, the CSX Railroad tracks on the west, Kemper Road on the south, and the Kroger Company industrial property and single-family residential property on the east. Currently located on the site is a 612,000-square-foot single-story warehouse, of which a small portion is presently in use.

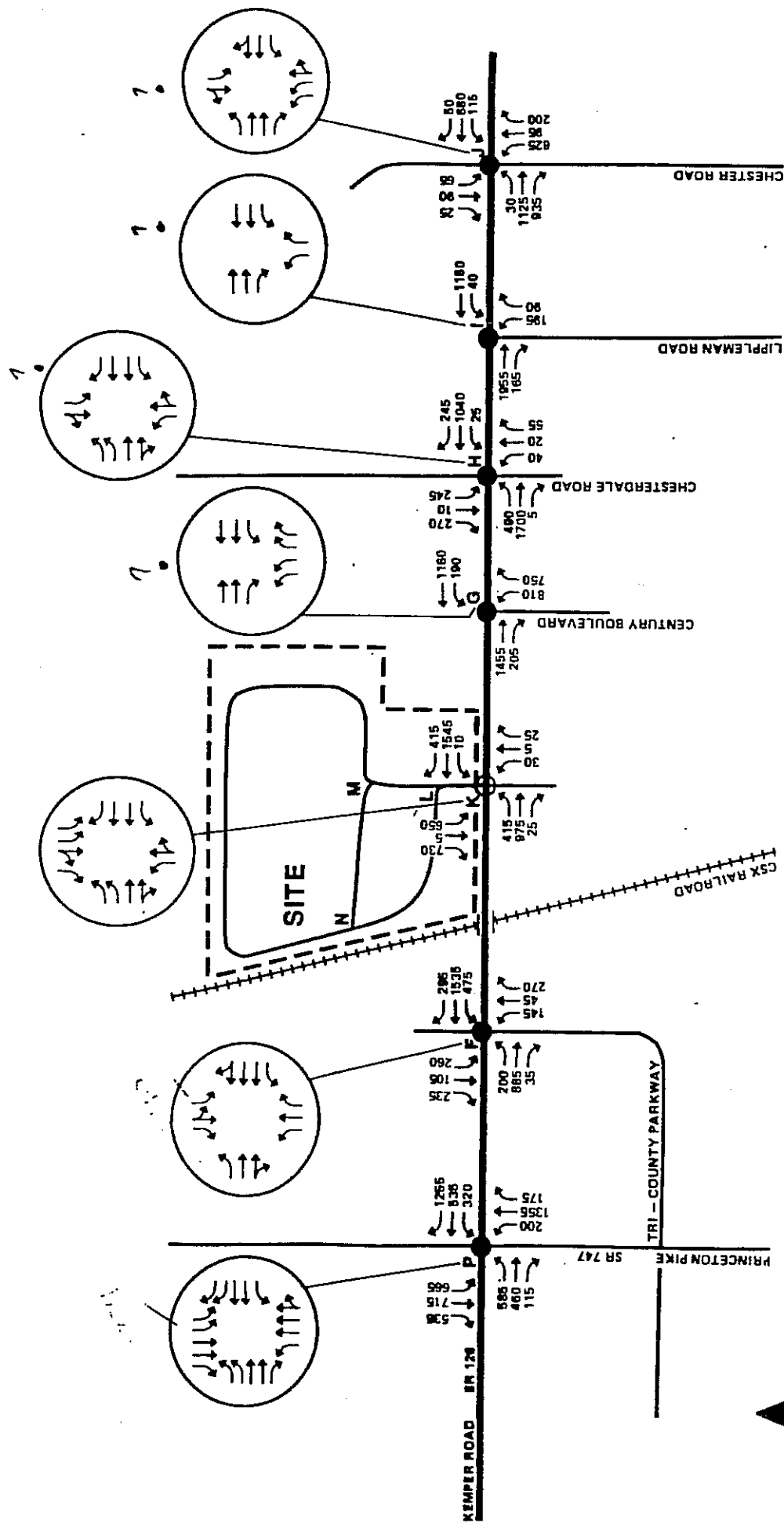


INFLUENCE AREA - 1 MILE RADIUS



A DEVELOPMENT LOCATION

SITE LOCATION



000 P.M. PEAK HOUR TRAFFIC  
 EXISTING TRAFFIC SIGNAL  
 PROPOSED TRAFFIC SIGNAL  
 LANE USAGE

**Traffic Assignment 3**  
**LONG TERM FUTURE - YEAR 2000**  
**Figure 5**

Table 6  
TRAFFIC ASSIGNMENT INTERSECTION CAPACITY ANALYSES<sup>1</sup>

Intersection	Existing Condition		Year 1990 <sup>3</sup>		Year 2000 <sup>3</sup>	
	Vehicle Delay <sup>2</sup>	Level of Service	Vehicle Delay <sup>2</sup>	Level of Service	Vehicle Delay <sup>2</sup>	Level of Service
Princeton Pike	P 66.1 69.2	F	43.7 44.2	E+	83.9 84.5	F
Tri-County Parkway	F 55.6 24.4	D-E	22.1	C	N/C 28.4	D+
Site Access Road	K 7.2	B+	10.1	B	38.7 39.1	D
Century Boulevard	G 1.8 6.7	B+	11.2	B	N/C 27.1	D+
Chesterdale Road	H 49.5 15.1	D+E+	24.0	C	N/C 25.0 20.7	C
Lippleman Road	I N/C 13.3	B	10.1	B	N/C 12.6	B
Chester Road	J 80.6 118.7	F	15.6	C+	N/C 19.4	C+

<sup>1</sup> Capacity analysis performed using optimal sequences and timings.

<sup>2</sup> Average intersection vehicular delay in seconds.

<sup>3</sup> Recommended roadway and intersection improvements are included.

Traffic Assignment 3 includes the addition of dual turn lanes at seven key locations, as follows:

- Dual left-turn lanes:  
Intersection K: west leg and north leg.  
Intersection G: south leg.  
Intersection H: west leg.
- Dual right-turn lanes:  
Intersection P: east leg.  
Intersection K: north leg.  
Intersection G: south leg.

The very high traffic volume on westbound Kemper Road between Intersections F and K (2,305 vehicles) will require the addition of one westbound traffic lane, including an additional westbound lane on the bridge over the CSX Railroad tracks.

#### Internal Circulation

The function of a circulation system within the interior of Springdale Development is to provide simple, efficient, and convenient interchange of vehicular movement between the access points and all auto-oriented areas within the site. Vehicular circulation should be accomplished with a minimum of turning or stopping conflicts. The vehicular circulation system also must accommodate emergency vehicles, trucks, and other service vehicles, public transit, taxis, etc.

# BRIDGE INSPECTION CODES

- 1 Good Condition - No repair required
- 2 Fair Condition - Minor deficiency, item still functioning as designed
- 3 Poor Condition - Major deficiency, item in need of repair to continue functioning as designed.
- 4 Critical Condition - Item no longer functioning as designed

## SUMMARY CODES

Codes	Description	
9	As built condition	
8	Very good condition	- no problems noted.
7	Good condition	- some minor problems.
6	Satisfactory condition	- structural elements show some minor deterioration.
5	Fair condition	- all primary structural elements are sound, but may have minor section loss, cracking, or spalling. Secondary elements may have significant deterioration.
4	Poor condition	- advanced section loss, deterioration, or spalling
3	Serious condition	- loss of section, deterioration, or spalling have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	Critical condition	- advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present. Bridge should be closed, or closely monitored, until corrective action is taken.
1	"Imminent" failure condition	- major deterioration or section loss present in critical structural components. Bridge is closed to traffic but corrective action may be put back in light service.
0	Failed condition	- out of service - beyond corrective action.

## SURVEY #67

Code	Meaning
0	Inspected feature does not meet currently accepted standards.
1	Inspected feature meets currently accepted standards.
N	Does not apply to this structure, i.e., a non-highway type bridge (railroad or pedestrian underpass etc.)

- 1st digit - Bridge railing - smooth, solid, continuous concrete parapet (with or without aluminum top rail); double deep beam rail with tubular backup tube (DBR-73).
- 2nd digit - Transitions (guardrail to bridge rail) Guardrail firmly attached to concrete parapet or continuous with bridge rail safety curbs or walks tapered or protected to eliminate snag points.
- 3rd digit - Approach Guardrail - Minimum 150' length, blocked out deep beam rail with 6'-3" post spacing.
- 4th digit - Approach Guardrail Terminal - Turned down and anchored to concrete block or continuous beyond structure.
- 5th digit - Pavement Marking - At or on the structure - centerline or lane lines, edge lines for structure with berm.
- 6th digit - Restriction Signing - Regulatory signing such as load limit or spacing.
- 7th digit - Warning Signing - Narrow bridge (less than 20') one lane, vertical clearance.
- 8th digit - Bridge End Markers - delineation at ends of structure for narrow structures.

BRIDGE TYPE:			TYPE SERVICE:	
1st Digit Material:	2nd Digit Type:	3rd Digit Description:	1st Digit on/under:	3rd Digit Service Under Bridge
1. Concrete	1. Slab	1. Simple Span	1. Route on structure	1. Highway with or without pedestrian
2. Prestressed Concrete	2. Beam	2. Continuous	2. Single route under structure	2. Railroad
3. Steel	3. Box Beam	3. Deck		3. Pedestrian and/or bikeway
4. Timber	4. Truss	4. Thru	2nd Digit Service on Bridge:	4. Highway/Railroad
5. Stone	5. Arch	5. Filled	1. Highway	5. Waterway
6. Aluminum	6. Girder (Floor System)	6. Orthotropic	2. Railroad	6. Highway/Waterway
7. Cast Iron	7. Frame	7. Movable-Left	3. Pedestrian and/or bikeway	7. Railroad/Waterway
8. Wrought Iron	8. Suspension	8. Movable-Miscule	4. Highway/Railroad	8. Highway/Waterway/Railroad
0. Other	9. Culvert	9. Movable-Swing	5. Highway/Pedestrian	9. Relief
	0. Other	0. Other	6. Overpass Structure at an interchange or second level of a multilevel interchange	0. Other
			7. Third Level (Interchange)	
			8. Fourth Level (Interchange)	
			9. Building or Plaza	
			0. Other	

## Status Code

- A. Open, no restriction
- B. Open, posted recommended but not legally implemented (all signs not in place)
- D. Open, would be posted or closed except for temporary shoring, etc. to allow for unrestricted traffic
- E. Open, temporary structure in place to carry legal loads while original structure is closed and awaiting replacement or rehabilitation
- G. New structure not yet open to traffic
- K. Bridge closed to all traffic
- P. Posted for load (may include other restrictions)
- R. Posted for other load-capacity restriction (speed, number of vehicles on bridge, etc.)

# City of Springdale

## Administrative Offices

RONALD L. PITMAN  
Mayor

CECIL W. OSBORN  
City Administrator

8 April 1993

Hamilton County Engineer's Office  
Room 603, County Administration Building  
138 E. Court Street  
Cincinnati, Ohio 45202

Attn: Mr. Joe Cottrill

Re: Issue 2 Funding/MRF Funding  
Kemper Road Railroad Bridge

Dear Sir:

At its meeting last evening, Springdale City Council concurred with the proposed funding for improving the Kemper Road railroad bridge just east of Tri-County Mall. It is my understanding, based upon our earlier conversations, that we will receive \$185,000 from Issue 2 and \$27,500 from MRF. This will leave a local share of \$62,500 which will be Springdale's responsibility.

Enclosed please find a copy of Resolution 24-1992, which was adopted on October 2, 1992, authorizing the Issue 2 application for this project.

I would like to take this opportunity to thank you for considering our project. Please advise as soon as possible as to how we should proceed with implementation of the funding.

Sincerely,



Cecil W. Osborn  
City Administrator

CWO:mjb

Enclosure

cc: Mayor  
Assistant City Administrator  
City Engineer  
Supt. of Public Works

RESOLUTION NO. R24- 1992

AUTHORIZING THE CITY ADMINISTRATOR TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR ISSUE 2 AND LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) FUNDS AND AUTHORIZING THE MAYOR AND CLERK OF COUNCIL/FINANCE DIRECTOR TO EXECUTE ALL CONTRACTS AND OTHER DOCUMENTS

WHEREAS, street and road repairs are a priority for the City of Springdale; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of State Issue 2 and Local Transportation Improvement Program (LTIP) funds for 1993; and

WHEREAS, the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of State Issue funds from the Ohio Public Works Commission (OPWC), and

WHEREAS, the City of Springdale will apply for funding under State Issue 2/LTIP as part of the District 2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio, *Six* members elected thereto concurring:

Section 1. That the Council of the City of Springdale does hereby endorse and support the applications for State Issue 2/LTIP funds for infrastructure repairs and improvements as follows:

1. Kemper Road Railroad Bridge Widening Project.

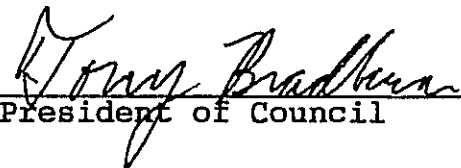
Section 2. That the City Administrator is hereby authorized and directed to file application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works funding under State Issue 2/LTIP for 1993.

Section 3. That if Issue 2/LTIP funds are awarded, the Mayor and Clerk of Council/Finance Director are authorized to execute all contracts and other documents implementing said program.

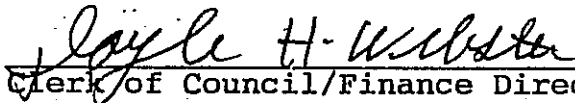
Section 4. That the City of Springdale hereby requests the District Public Works Integrating Committee (DPWIC) and the Ohio Public Works Commission (OPWC) to consider and fund these applications.

Section 5. That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

Dated this 7th day of OCTOBER, 1992.

  
President of Council

Attest:

  
Clerk of Council/Finance Director

Approved:

  
Mayor

10-7-92  
Date

9/23/92

STATE OF OHIO DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
BRIDGE INSPECTION REPORT

BR-88 REV. 04-89

3 1 3 8 1 4 3  
STRUCTURE FILE NUMBER

BRIDGE NUMBER HAM 50266 0038  
CO ROUTE UNIT

SPRINGDALE

YEAR BUILT 2976

DISTRICT 08

BRIDGE TYPE 231

TYPE SERVICE 1 12  
COND

B AND O RAILROAD

HAM

COND

DECK			
1. FLOOR	1-CONC 8	/	2. WEARING SURFACE
			6-ASPLT 40
3. CURBS, SIDEWALKS & WALKWAYS	1-CONC/1-CONC 9	/	4. MEDIAN
			41
5. RAILING	3-CONC/ALUM 10	/	6. DRAINAGE
			0 42
7. EXPANSION JOINTS	4 11	2	8. SUMMARY
			43
SUPERSTRUCTURE			
9. ALIGNMENT	MAX.SPAN= 37	12	10. BEAMS/GIRDERS/SLAB
		/	6-PS80 44
11. DIAPHRAGMS or CROSSFRAMES	TOT.LGTH= 99	13	12. JOISTS/STRINGERS
			45
13. FLOOR BEAMS		14	14. FLOOR BEAM CONNECTIONS
			46
15. VERTICALS		15	16. DIAGONALS
			47
17. END POSTS		16	18. TOP CHORD
			48
19. LOWER CHORD		17	20. LOWER LATERAL BRACING
			49
21. TOP LATERAL BRACING		18	22. SWAY BRACING
			50
23. PORTALS		19	24. BEARING DEVICES
			4-ELASTO 51
25. ARCH		20	26. ARCH COLUMNS or HANGERS
			52
27. SPANDREL WALLS		21	28. PAINT (YEAR/CONDITION)
			53
29. PINS/HANGERS/HINGES		22	30. FATIGUE PRONE CONNECTIONS
			56
31. LIVE LOAD RESPONSE		23	32. SUMMARY
		5	57
SUBSTRUCTURE			
33. ABUTMENTS	2-CONC 24	/	34. ABUTMENT SEATS
			58
35. PIERS	EAST PIER SPALLING 2-CONC 25	2	36. PIER SEATS
			59
37. BACKWALLS		26	38. WINGWALLS
			60
39. FENDERS and DOLPHINS	SPANS= 3	27	40. SCOUR OVER RAILROAD
			61
41.	PIERS= 2	28	42. SUMMARY
			63
CULVERTS			
43. GENERAL		29	44. ALIGNMENT
			64
45. SHAPE		30	46. SEAMS
			65
47. HEADWALLS or ENDWALLS		31	48. SCOUR
			66
49.		32	50. SUMMARY
			67
CHANNEL			
51. ALIGNMENT		33	52. PROTECTION
			N 68
53. WATERWAY ADEQUACY		34	54. SUMMARY
			69
APPROACHES			
55. PAVEMENT	2-ASPLT 35	/	56. APPROACH SLABS
			70
57. GUARDRAIL		36	58. RELIEF JOINTS
			71
59. EMBANKMENT	BRDG.WIDTH= 60.0	37	60. SUMMARY
		/	PCT.LEGAL=150
			72
GENERAL			
61. NAVIGATION LIGHTS		38	62. WARNING SIGNS
			HAINT.RESP=3-COUNTY
MVC ON=9999 UND=2107		N	
63. VERTICAL CLEARANCE		39	64. GENERAL APPRAISAL & OPERATIONAL STATUS
		N	74

65. INSPECTED BY

*[Signature]*  
SIGNED

76 INITIALS

66. REVIEWED BY

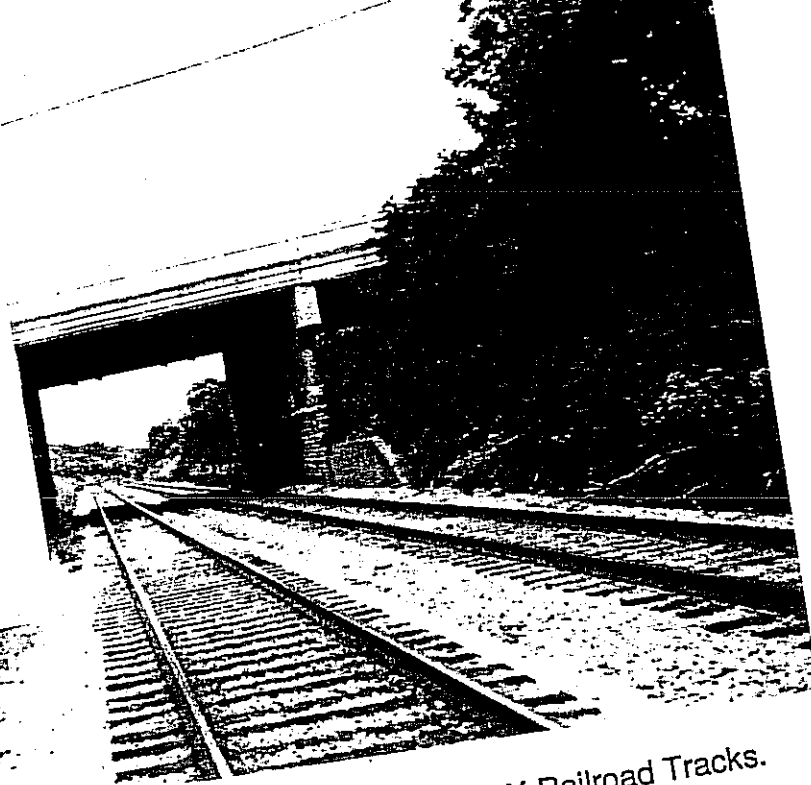
*[Signature]*  
SIGNED

78 INITIALS

1 1 1 1 1 \* \* \*

BA PHOTOS

KEMPER ROAD  
SPRINGDALE



South Side of East Kemper Road Bridge over the CSX Railroad Tracks.



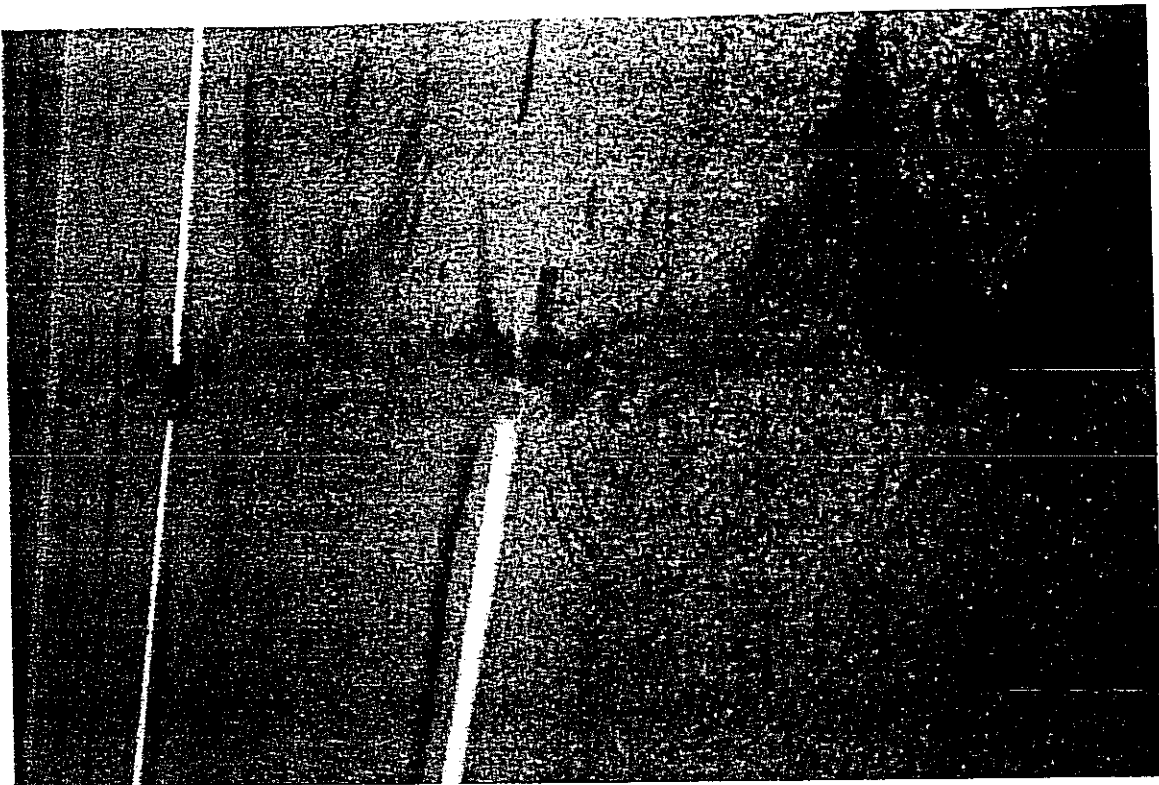
Spalling of Bridge Pier Columns of the East Kemper Road Bridge over the CSX Railroad Tracks.



West End of Bridge. Note that widening of Kemper Road for Third Westbound Lane is Completed up to the bridge. This Widening Continues West to SR - 747.



East End of Bridge. Note Deteriorated Condition of Asphalt Surface on the Bridge Deck.



Note Transverse Cracking of Asphalt above each Pier Location.



Asphalt Surface on Bridge is Rutted. Note Longitudinal and Transverse Cracking of Pavement. Also Note Polished Aggregate of Asphalt Surface.

## ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed \_\_\_\_\_

Poor \_\_\_\_\_

Fair \_\_\_\_\_

Good   X  

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Pavement across this bridge structure has deteriorated. The pavement has incurred rutting, in excess of 2" in some areas. The asphalt joints above each pier and abutment are severely deteriorated. Widening of this bridge will support the expanding traffic volumes along East Kemper Road.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1993) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

Four (4) weeks months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired?

Yes No N/A

Are all utility coordinations completed

Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

0 weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The additional westbound lane proposed for this bridge will service expanding traffic volumes, as warranted by a traffic study by Barton, Aschman Associates, Inc. The present bridge superstructure does not have a sidewalk. The planned developments east of the bridge will require pedestrian access to the Tri-County Shopping area which the proposed bridge widening will provide.

The replacement of deteriorated deck joints above the piers and abutments will protect the bridge substructure from further damage due to salt leakage through these joints.

The replacement of cracked and rutted asphalt on the bridge superstructure will protect the concrete box beams from infiltration damage and provide a safer riding surface.

- 4) What type of funds are to be utilized for the local share for this project?

Federal \_\_\_\_\_ ODOT \_\_\_\_\_ Local   X  

MRF   X   ODNR \_\_\_\_\_ CD \_\_\_\_\_

Other \_\_\_\_\_

NOTE: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992, for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

  33   %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban \_\_\_\_\_ Partial Ban \_\_\_\_\_ No Ban   X  

Will the ban be removed after the project is completed?

Yes \_\_\_\_\_ No \_\_\_\_\_

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

$$\underline{28,022 \times (1.2) = 33,626}$$

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., Chapter 164? (This must be included with the application to be considered for funding.)

Yes   X  

No           

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

East Kemper Road is a segment of the east-west arterial that consists of east and west Kemper Road and connects the following north-south arterials: U.S. 27 (Colerain Avenue), U.S. 127 (Hamilton Avenue), Winton Road, S.R. 4 (Springfield Pike), S.R. 747 (Princeton Pike), Chester Road, Mosteller Road, Reading Road (Cincinnati-Dayton Road), U.S. 42, Reed Hartman Highway, and U.S. 22/S.R. 3 (Montgomery Road). In regards to the CSX Railroad bridge expansion, the most significant impact will be on the portion of Kemper Road between Winton Road & Mosteller Road, which would significantly affect the communities of Forest Park, Greenhills, Sharonville, Springdale, Woodlawn & Springfield Township. The total combined population for these communities is approximately 88,600. The Planned Unit Development on the former Kroger Candy Plant property, which will consist of a Phase I development of two anchors (Wal-Mart & Sam's) and various smaller retail shops, will require an additional westbound lane (see attached traffic study). This westbound lane has already been constructed across the Tri-County Mall frontage. In addition, it is a requirement of the developer of the former Kroger Candy Plant that this westbound lane be constructed as part of this new development. This leaves only the bridge portion for widening. The development planned for this property will create an estimated 470 new permanent jobs and increase peak hour traffic by approximately 50%.

# STATE ISSUE 2 PROGRAM - ROUND 6

## LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 1994

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY: Springdale

NAME OF PROJECT: Kemper Rd Br. Widening

TOTAL POINTS FOR THIS PROJECT: \_\_\_\_\_

NO.  
POINTS

10

- 1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

10 Points - Will be under contract by end of 1993

5 Points - Will be under contract by March 30, 1994

0 Points - Will not be under contract by March 30, 1994

0

- 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

Betterment

20 Points - Poor Condition

16 Points -

12 Points - Fair to Poor Condition

8 Points -

4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

6

- 3) If the project is built, what will be its effect on the facility's serviceability?

- 10 Points - Significant effect (e.g., widen to and add lanes along entire project)
- 8 Points - Moderate to significant effect
- 6 Points - Moderate effect (e.g., widen exist. lanes)
- 4 Points - Moderate to little effect
- 2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

~~6~~ 6

- 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

*Safety - minimal*

- 10 Points - Highly significant importance, with substantial impact on all 3 factors
- 8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

2

- 5) What is the overall economic health of the jurisdiction?

- 10 Points - Poor
- 8 Points -
- 6 Points - Fair
- 4 Points -
- 2 Points - Excellent

3

- 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

0

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban  
3 Points - Partial or moderate ban  
0 Points - No ban of any kind

5

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more  
4 Points - 7,500 to 9,999  
3 Points - 5,000 to 7,499  
2 Points - 2,500 to 4,999  
1 Point - 2,499 and under

5

- 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)  
4 Points -  
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)  
2 Points -  
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

1

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above  
1 Point - One of the above  
0 Points - None of the above

**ADDENDUM TO THE RATING SYSTEM  
DEFINITIONS**

**CRITERION 2 - CONDITION**

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

**CRITERION 5 - ECONOMIC HEALTH**

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

**CRITERION 9 - REGIONAL IMPACT**

- |                   |  |
|-------------------|--|
| Major impact -    | Primary water or sewer main serving an entire system     |
| Moderate impact - | Waterline or storm sewer serving only part of a system   |
| Minimal impact -  | Individual waterline or storm sewer not part of a system |